THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) and (c) Capacity augmentation between Ahmedabad and Mumbai is presently being undertaken through various Traffic Facility and Signaling Works along the route.

A feasibility study for Dedicated Freight Corridor between Mumbai and Delhi Region for catering to the expected long term increase in traffic demand is also in progress.

Incremental revenue for railways by overloading of wagons

2728. SHRI B.K. HARIPRASAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether an incremental revenue of more than Rs. 2,700 crores has materialized for Railways by carrying an extra 10 metric tonnes of freight on each wagon;

(b) whether the Commission of Railway Safety has questioned this overloading of wagons on the ground that century old bridges and ill-maintained tracks would not permit such a move; and

(c) whether the Railway has secured the required safety and technical clearance from RDSO and Commission of Railway safety before launching the overload drive?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railway is not carrying an extra tenl metric tonnes of freight on each wagon. However, with effect from 15.05.2005, Railway enhanced the permissible carrying capacity of BOXN wagons by four tonnes for seleced routes and selected commodities, as a pilot project for one year. Railway has earned an incremental revenue of approximately Rs. 3200 crores upto October 2005 on account of freight traffic in comparison to previous year. This included the incremental earning due to enhancement of permissible carrying capacity by four tonnes, figure for which is not maintained separetly.

(b) and (c) Overloading beyond permissible carrying capacity is not permitted. The permissible carrying caapcity however, has been enhanced in recent past. Chief Commission of Railway Safety (CCRS) has raised certain observation on recent ehhancement in permissible carrying

capacity. This issue has been discussed and mutually reslved in ameeting of Railway Board Members with Chief Commissioner of Railway Safety on 07.10.2005. Permissible carrying capacity however has been ehh.anced keeping all safety aspects in view.

Research, Design, Standards Organization (RDSO) is a technical body of Ministkry of Railways, no separate clearance is required from RDSO. However, before permitting additional loading of wagons, technical comments have been obtained from RDSO. Decision to permit increased loading has been taken by Railway Board after considering various factors including the comments of RDSO.

Reservation facility for district Headquarters without rail services

†2729. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the diastrict headquarters where rail services are yet to reach;

(b) the district headquarters our the above where reservation facility has been made available by 31st October, 2005;

(c) whether Government have decided to provide reservation facility in all such districts where rail services are yet to reach; and

(d) reasons for not providing the reservation facility in Jashpur Nagar (Chhattisgarh) so far along with the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The policy for taking up new line projects was enunciated by the National Transport Policy Committee in 1980. This policy states that new lines would be taken up on the following criteria:

(i) Project oriented lines to serve new industries for tapping mineral and other resources.

(ii) Missing lines for completing alternative routes to relieve congestion on existing saturated routes.

(iii) Lines required for strategic reasons; and

(iv) Lines for establishment of new growth centers or giving access to remote areas.

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†Original notice of the question was received in Hindi.